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11.00 a.m. to 1.00 p.m. ... Every 10 minutes.
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Hongkong, 27th August, 1906. [793]

POLICE COURT.

Saturday, September 15th.

BEFORE MR. H. H. J. GOMPERTZ
(FIRST POLICE MAGISTRATE).

A DISHONEST COMPROMISE.

The assistant commissioner of the N.S. Hongkong Marine was charged with the larceny of a gold ring, two blankets and a box of fishing lines to the total value of \$336.

On the evidence His Worship held the offence proved and sentenced defendant to six months' imprisonment.

THE MANSLAUGHTER CHARGE.

Wong Shing, the coxswain of the Mitsui Bussan Kaisha's steam launch *Mickey*, again appeared before His Worship charged with the manslaughter of two children on the night of the 10th instant in Wanchai Bay.

Mr. Dixon (of Mr. John Hastings' office), who appeared for the defendant, applied for another adjournment as he had not had time since his instruction to gather the facts in the case.

An adjournment was granted.

BEFORE MR. F. A. HAZELAND (SECOND
POLICE MAGISTRATE).

UNACCOUNTABLE CAR.

The water police charged three junkmen with being in unlawful possession of six hundredweight of coal.

As the defendants would not state how they obtained the coal, they were each ordered to pay a fine of \$100.

NOT A WORKMAN.

Li Kam, an office-cook, but not a workman within the meaning of the act, was charged with refusing to pay his legal fare for a tram ride.

From the evidence it appeared that defendant boarded a workman's car early in the morning, and tendered the ordinary workman's fare. This the conductor refused to accept, stating that defendant was not a workman and would have to pay full first-class fare.

Defendant said he was sent by his employers to count the number of workmen who used the cars, as they wanted to get the correct figure. A Tramway Co's employee stated that none but bona fide workmen were entitled to use workman's cars. If they did use them they were required to pay full first-class fare.

As His Worship appeared to consider there was a doubt in defendant's favour he ordered him to be discharged.

A TRESPASS ORDINANCE WANTED.

Hongkong Ordinances like others, have been found to possess loopholes of escape through which offenders have frequently passed and avoided punishment. An instance was referred to by Mr. F. A. Hazeland at the Police Court on Saturday when Mr. Bennie, manager of the Flour Milling Co. at Junk Bay, charged two natives with trespassing on his property. The trespass was admitted, and it was proved that there was a warning posted on the land stating that "Trespassers will be prosecuted."

Notwithstanding these facts His Worship pointed out that he would have to discharge the defendants, as there was no law for dealing with trespassers on private property in the Colony. Then he informed the inspector in charge of the case to tell Mr. Bennie he could put trespassers off his property, but in so doing must not use "unnecessary" violence. The defendants, when being discharged, were warned that there would probably be trouble if they trespassed again.

From these facts it would appear that the public may, regardless of such notices as "Trespassers will be prosecuted," trespass on private properties and practically be immune, for much vexatious litigation seems possible with such a stipulation as that against "unnecessary violence." But we suggest that the law is not so hopeless as all that. It might be met by altering the charge to one of willful damage. Trespass in defiance of a notice board would indicate willfulness, and the owner would declare that the trespasser had trodden down grass valued at twenty cents, or some other small amount. This is the procedure adopted in some parts of England, in the case of grazing land, where everybody understands that no real damage has been done, apart from that to the principle.

YELLOW FEVER.

HONGKONG'S PRECAUTIONS.

In the *Gazette* is published a despatch from the Secretary of State enclosing copies of a pamphlet on the "Prevention of Yellow Fever" by Professor R. Boyce of Liverpool University.

The Hon. Dr. Clark in a minute writes:

Yellow fever has not hitherto been met with in this Colony. The climatic conditions are favourable. The *Stegomyia fasciata*, has not been found here but the *Stegomyia satellaria*, which is merely a variety of the same species, is wide spread throughout the Colony. Arguing from the analogy of malaria, which may be conveyed by any variety of anophelines, we may assume that if yellow fever was introduced here it would spread readily. The anti-malarial measures, which are now being taken by the Government tend also to reduce the number of mosquitoes generally (including the *Stegomyia*) and to reduce the liability of the spread of yellow fever, should it be introduced. I believe we have at present no line of steamers trading direct to yellow fever infected ports. As Sir Patrick Manson has pointed out, the opening of the Panama Canal will almost certainly lead to the introduction of the infection of yellow fever into Asia, and it behooves us therefore to keep down the number of mosquitoes as much as possible, so that when this great work is completed we shall not be caught unawares.

MORE NEWS OF THE
"MANCHURIA."

The *Callanmore* of Sept. 12th reports as follows: It is difficult to determine from the varying statements, spoken and printed, as to whether or not the Pacific Mail steamer *Manchuria* will ever be successfully floated or not. The cable statements that there was a chance to get her off are borne out by some of the spoken statements of passengers that arrived on the *Legion*, but the expert opinions of men in Honolulu at the same time that the *Legion* left are not so sanguine.

One statement is made that when the vessel struck, her port engine was shifted eight feet, and any one who knows the relation between the engines and the structural strength of such a ship as the *Manchuria*, can understand how great must have been the force with which she struck in order to move the engine.

According to the Honolulu papers the vessel is practically on the beach. She is inside and to leeward of Rabbit Island and is being forced toward the shore all the time, having already gone in thirty feet further since she struck. Even now, she is being held off by the steamer *Restorer*, or she was at last reports.

The only statement of Captain Saunders, as to how the wreck occurred, that has been seen, was reported by Captain J. M. Dowsett, who spent some time on board the *Manchuria* while she was on the reef. Captain Dowsett said:

"Capt. Saunders told me that he had never heard any fear of running ashore on Oahu but that he had always worried more or less about the *Manchuria* shore. He said that he had encountered a strong northerly current for two days before she struck, and that for this reason he had changed his course a quarter of a point. He also stated that the ship had been overrunning her log a little and making faster time than she showed in that way."

The interview does not state which way Captain Saunders landed his ship, when he shifted his course, but the context intimates that the haul was to the westward as Captain Saunders speaks of fearing Molokai, that lay to the east.

So far as can be learned the salvors are waiting for gear. Four heavy anchors brought on the *Pioneer* were heaved to spars which were carried on a team of boats coupled together after the fashion of a catamaran. The heavy tackle was hard to handle but was finally put in place. Two heavy anchors were placed to windward of the vessel's bow and two astern. From these heavy anchors cables were to be taken on board the *Manchuria*, which, with her powerful winches, can exert a tremendous pull, which combined with the efforts of the *Restorer*, and the *Manning*, will at least be sufficient to keep the big vessel in her present advantageous position. It is not thought that the vessel will be able to get into deep water by this means, especially as the lack of heavy tackle has made itself much felt. The officers believe, however, that, with good weather, the *Manchuria* can be kept from being further damaged until the *Vesuvius* arrives with Metalf and his wrecking outfit. It has been ascertained by careful soundings that there is plenty of water on the port quarter of the *Manchuria* in the direction whence she entered, going as deep as five fathoms quite close to her, so that if once the vessel is started off the reef, she will float without trouble. Captain Saunders, and the other marine experts who have looked over the situation, feel quite confident that Metalf and his apparatus will save the big vessel.

Both Captains Combs and Saunders are very hopeful and are willing to wager that three weeks at the outside will see the vessel free of the reef.

So far no real earnest trial to get the vessel off has been made. The grand pull is still an event of the future.

The *Manchuria* is shelling about in a bed between two reefs and she will have to sash over the reef to seaward before she gets into deep water. Under a strong pull at high water it is possible that the liner may, by the united efforts of steam and tide, be lifted out of her present predicament.

The most satisfactory feature of the situation is that, lying as she does, she is unlikely to sustain serious damage, unless the weather fouls, which there is no indication of it doing.

An expert in maritime matters says that the sea will never hit the *Manchuria* hard enough to bother her, unless it blew right out of the north. She is too much in her lee of Rabbit Island. The northwest trades can, in his opinion, do no real damage. The sea keeps very high. F. W. Kiehl and a representative of Lloyds, Capt. Foster, are sleeping aboard. The best appliances at command are being used to hold the vessel in her present position.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Ludwig*, carrying the German mails with dates from Berlin of the 28th August, left Colombo on Friday, the 14th Sept., p.m., and may be expected here on or about Monday, the 24th inst., p.m.

The Brockbank Line str. *Pindori* left Kolo on the 14th inst., and is expected here on the 20th inst.

The N.Y.K. str. *Tokomi Maru* (Bombay Line) left Singapore for this port on the 14th Sept., and is expected here on the 20th inst.

The N.Y.K. str. *Sasuki Maru* (European Line) left Singapore for this port on the 14th Sept., and is expected here on the 20th inst.

It is, I suppose, the pursuit of the unattainable and the numbering of the infinite which inspires all hobbies. Should anyone ever get an infinite verger at cricket (i.e., never get out at all), I take it that cricket to that infinite individual must come to be a hobby because there is nothing left to strive for, and therefore all interest in it must vanish. In the same way, should a man be possessed of absolutely unlimited wealth, I take it that collecting old silver must lose its charm, for it is chiefly when we buy things that we cannot afford that their possession fills us with such inextinguishable joy.

THE BOXER OUTBREAK IN
NORTH SHANSI.

Our recent telegram is confirmed by the following account from the N.C. Daily News, which was a letter from a correspondent at Tsouinshien:

The Boxers have been drilling for a long time in the mountains around Tsouinshien and Sohpingfu (North Shansi) and the Christians and all good people have feared exceedingly.

On August 18, in the afternoon, a considerable number of Boxers entered Tsouinshien, and suddenly the missionaries had to flee to the yamen, where many Christians followed them. After a little while the Boxers also came to the yamen and asked the Mandarin for food, as also for authority to kill the foreigners, threatening to kill the Mandarin and destroy the yamen if their request were not granted. In the afternoon of the same day the merchant closed their shops, and all the people were in terror. After the Boxers had been supplied with food, they went to a large temple in the city and took up their quarters there, having decided to kill all the foreigners and native Christians and destroy the Mission premises the next day. In the evening of the same day, August 18, a German Lieutenant arrived on his way from Mongolia to Peking, and he had also to be shut up in the yamen. In all there were six foreigners there, two gentlemen and four ladies. The Chinese officials were very frightened, as were all the other people in the yamen, because of the Boxers. A few soldiers were in the city, but their officers had not come from Tatingfu.

The German officer offered to help the Hsien Mandarin against the Boxers, and this offer was readily accepted. On August 19, early in the morning, between four and five o'clock, the German Lieutenant mustered the fifth company of Chinese soldiers, and certainly he did inspire them with confidence. Only ten of them had rifles besides himself and his servant. The others had swords and spears. They proceeded to the temple where the Boxers were. Arriving there, their presence was reported quickly to the Boxers by their entry who was on the lookout. The Boxer leader came out to meet them, and was followed by the whole of his associates. The German officer, who went in front of the Chinese soldiers, through his interpreter, asked the Boxer leader to surrender with his fellow-leaders, telling their followers that they might go; but he answered, "We will kill you, foreign devil!" Then the Lieutenant fired a shot over his head, and asked him to draw back; but he swung his sword and came very near to the officer's eye, saying, "I will kill you, foreign devil!"

The German Lieutenant thereupon shot him down; but the other Boxers did not fear, and came pressing against the Lieutenant and his soldiers, whereupon he commanded the latter to fire. Eleven Boxers were killed, many were wounded and forty-two were taken prisoners. Several of these men were the chief leaders in the massacre of 1900 in this district.

On my arrival on the same morning I found all the foreigners safely in the yamen and the Chinese Christians too. In the afternoon we all returned to our station and found that the watchmen had done their duty.

I will now mention how the Boxers were dressed. Everyone had a yellow cap and waistband and yellow braid in his queue. In his waistband each had a little yellow flag, on which was written, "Fai Hu Tien Ping" (Flying Tigers Heavenly Soldiers). They had also two large yellow standards. Their weapons were swords, spears, spades, hammers and other things. They called themselves "Huang Tien Sheng Tao" (Imperial Heaven the Holy Doctrine or Way).

The missionaries are all safe and well, and everything is now peaceful. The general from Tatingfu has arrived with troops.

The same journal comments:—Although minor movements have occasionally been reported of late among the Boxers, it was generally supposed that any organized outbreak such as the one contemplated at Tsouinshien, in which it is asserted that some of the chief leaders in the massacre of 1900 were implicated, was for the time being out of the question. Six years ago the province of Shansi earned an unenviable notoriety as the field of operations of the blood thirsty, Yu Hsien. Ten Swedish missionaries associated with the China Inland Mission were killed at Sohpingfu, while in the neighbouring city of Tatingfu six missionaries and five children lost their lives. The mountainous district around Tsouinshien, as well as many other parts in Shansi, affords excellent shelter for Boxer bands, who apparently carry out with impunity their drill and mystic rites. So long as these communities or exercises merely represent the expression of their peculiar belief, no fault can be found with such indulgence on the part of the Boxers. But the episode at Tsouinshien shows clearly that there is either a deliberate and dangerous purpose behind them all or at least the permanent possibility of their bringing about a determined breach of peace. The fact that these Boxers were all dressed in their own particular costume and carried two large yellow standards, while they were armed with swords and spears and various other weapons, indicates that they had organized themselves to some extent and were at no pains to disguise their warlike intentions. It is impossible, therefore, to hold the Chinese authorities of the province of Shansi entirely free from blame, in so far as they had allowed this dangerous organization to carry on their practices, until they were bold enough to march into a town, threaten the Magistrate and announce their intention openly of killing all foreigners on whom they could lay hands. Such official negligence argues either incompetence or connivance, and it is to be hoped that

(the incident) will not be allowed to pass without some investigation on the part of the higher authorities.

As far as the immediate outlook in the district of Sohpingfu is concerned, it is satisfactory to note that, very soon after the Boxers had been disposed of, the General from Tatingfu arrived on the scene with some troops. From this we are, perhaps, justified in assuming that the local authorities had by that time realized the seriousness of the position. It would be well, however, if they took to heart the time-honoured adage that prevention is better than cure. Foreigners are not likely to derive much satisfaction from the knowledge that the authorities have ample machinery at their disposal to suppress risings after they have occurred. They must exercise their ingenuity to render any such rising impossible.

JAPANESE EMIGRATION TO
AWAII.

MORE SHIPPING COMPETITION.

The *Tokyo Asahi* reports that the Chargeur Reunis's steamer, *Adm. de Duguesne*, which left Yokohama on Thursday, has on board some two hundred and sixty Japanese emigrants bound for Hawaii. It seems that when our Foreign Office lately removed the restriction on a steamer conveying our emigrants to Hawaii, the Chargeur Reunis decided that the *Adm. de Duguesne* should touch at Hawaii on her way to South America, and made the necessary preparations for that purpose. This news greatly alarmed the Pacific Mail S.S. Company, which in partnership with the Toyo Kisen Kaisha, was monopolising the transportation of Japanese emigrants to Hawaii; and, quickly making arrangements for a shipping competition with the French Company. The latter, however, was not so firm in its determination, and soon gave up its original plan. Whereupon the partnership liner *Kasado Maru*, which, in view of the competition, took emigrants from Kobe on board for a nominal fare of 15 yen, but really it is alleged, for 24 yen, has again raised the steamer rate, and insisted upon having 43 yen, ordinary rate, from emigrants from Yokohama. This action on the part of the Pacific Mail highly enraged the Emigrant Agency Union, which in consequence opened negotiations with the French Company. An agreement was quickly arrived at and the French Company conceded to the emigrants being conveyed for 49 yen, each, inclusive of the poll tax and educational expense; with the result that 302 emigrants from Yokohama all took the French steamer. The Pacific Mail S.S. Company, it is said, avowed defeat, and made an apology to the Union, stating that its officials in responsible position were not aware of the whole affair which was entirely owing to the misunderstanding of some junior employees of the Company—Japan Times.

THE CHINA ASSOCIATION.

AND THE L.M.C. QUESTION.

It will be noted with satisfaction that the China Association in England has taken up the matter of the Customs administration and has urged joint action on the part of the Treaty Powers to restore the condition of affairs which existed before the issue of the Decree appointing their Excellencies Tsiang Liang and Tung Shao-yi Comptrollers-General of Customs. Enough has been said, says the N.C. Daily News, to show that there is no longer any foundation for the Chinese contention that the appointment was merely a matter of internal organization. There is considerable difference between the position of the Waipatu, which did little more than countersign, where necessary, Customs documents, or act as a Board of Advice to Sir Robert Hart, and the position now taken up by the Jintan which not only issues orders direct to the service, but studiously ignores in every possible way the existence of the Inspector-General. At present the material damage done to the international interests represented by the foreign control of the Customs may not be great; but the thin end of the wedge has already been inserted by the expenditure required for the overpaid staff. There is a legitimate fear on the part of foreigners that, in view of the excessive activity already shown by the Comptrollers-General, they are not usurping Sir Robert Hart's place merely to relieve a zealous official of work. Apart from the possible effect the new régime may have on the service of China's loans, any relaxation in the integrity of the management of the Customs is bound to prejudice very seriously foreign trade with China. The China Association is well advised to urge prevention rather than a policy of *laissez faire*, which only leads to more drastic measures and more strained relations in the end.

BRITISH IRON AND STEEL.

The common belief is that the export of iron and steel from the United Kingdom is greater than the home consumption. In point of fact, just the reverse happens to be the case. During 1905, the United Kingdom exported 4,417,345 tons and consumed at home 6,554,349 tons. Not only is the United Kingdom consuming at home more than it exports, but also the home consumption is increasing. In 1905, the per capita home consumption was 349 lbs.; in 1890 it was 216 lbs. Comparing 1905 with 1904, there has been an increase of 28lbs. per head. Side by side with the large increase of the home output of pig iron, there has been a large increase in the British imports of iron and steel, the figures being 323,840 tons in 1890 and 1,379,127 in 1905. On the other hand, the British exports of iron and steel in 1905 were 250,000 tons under the exports of 1890. Mr. J. S. Jeans in the annual statistical report to the members of the British Iron Trade Association, remarks that the increase of home consumption is a very satisfactory feature of the trade, and one to be regarded as reassuring by those engaged in it, in the sense that they are not dependent upon foreign supplies. This remark, as he points out, equally applies to other great iron-producing countries. The per capita home consumption in the United States is 620lbs. as compared with 320lbs. in the United Kingdom and 280lbs. in Germany. It is instructive to note that in the last named country the home consumption has increased by nearly 50 per cent. within the last four years.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00

No. 4 CARTRIDGE (23-15-6d.) \$60.00

LONG, HING & CO.

No. 17, QUEEN'S ROAD.

[35]

THE TOAST OF THE EVENING OR AT ANY OTHER TIME SHOULD
BE DRUNK ONLY INMOET & CHANDON'S
"DRY IMPERIAL."

PER CASE 12 BOTTLES \$55.00

24 " \$57.00

As Supplied to Royal Households, Embassies, Leading Clubs, and Hotels throughout the World.

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 135

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

SHARE REPORT.

MOORE, ERIK GEORG & Co. say in their weekly share report dated 15th September, 1906:—Our market has ruled dull and devoid of special interest during the week under review, and several stocks have suffered a decline in value. The sterling demand rate of exchange on London closes at 2s. 23d., while rates in Shanghai are 7s. 73 for a T.T. and 7s. 73 for a three days' sight private draft; the rate in Shanghai on this being 7s. 73 for a three days' sight private bill. Barsilver in London is quoted at 317.16d. and Consols at 94.95.

RAILWAY SHARES.—Hongkong and Shanghai have dropped to 880, without any business during the week. Reuter wires the London quotation with 23s. 10s. 6d., but private telegrams quote only 23s. 15s. 0d. Nationals are steady at 847.

MARINE INSURANCE SHARES.—Unions are on offer at 87s. and China Traders at 89s. North China and Yangtze are unchanged. A small lot of Cantons, which has been offered for some time without finding buyers, has now been taken off the market at 82s. but there are now buyers at 82s.2d.

FINANCIAL SHARES.—Hongkong sold and have further sellers at 832.75. Chineses are quiet but steady at 893.

SHIPPING SHARES.—A few Hongkong, Canton and Macao Steamboats fetched 82s. and more shares are wanted. Indes have been done and are wanted at 87. Shanghai quotes buyers at 7s. 51d., while the London rate has dropped to 7s. 11s. 2d. China and Manilla have been fixed at 82s. and 82s. and there are further sellers at the higher rate. Douglas's remain neglected at 847, and so are Star Ferries at 82s. for old and 82s. for new shares. Shell Transports can be placed at 27s. 6d., the London quotation is 26s. 6d. Steam Waterboats are quiet at 87.

REVENUE.—China Sugars sold at 81s.50 to 81s.75 cash, at 81s.25 for November, and at 81s.25 to 81s.25 for December, closing with cash buyers at 81s.8. Lurons are not wanted at 82s. Mining Shares.—Banks sold at 88s. to 88s.2d., closing with sellers at 88s.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks sold at 81s.25, and close with sellers at 81s.25. Fenwick's, as well as New Amoy Docks, are unchanged. Shanghai Docks have been done at 7s. 10s. 6d. for end of month, and 7s. 10s. 6d. for end of December. A few Hongkong and Kowloon Wharves sold at 81s.25 and more shares are wanted at 81s.25. Hongkong Wharves sold at 81s.25, with an exchange of 7s. 73. The latest quotation from the north is 7s. 24s. at a meeting of the board of directors held on 31st ult., the following resolutions were passed:—(1)—That under the powers conferred by Memorandum and Articles of Association four thousand shares be offered for allotment at a premium of fifty per cent. (50 per cent.) that is, at the rate of one hundred and fifty for each share of one hundred taels face value (fully paid up). (2)—That the shares shall rank for dividend from the first day of January, 1907. (3)—That the shares be offered to the shareholders on the register on the 31st day of December, 1906, in the proportion of one new share for every eight existing shares held by them (but so that no fractional part of a share be issued) and such offer shall be made (fully paid up). (4)—That the shares shall rank for dividend from the first day of January, 1907. (5)—That the shares be offered to the shareholders on the register on the 31st day of December, 1906, in the proportion of one new share for every eight existing shares held by them (but so that no fractional part of a share be issued) and such offer shall be made (fully paid up). (6)—That the shares shall rank for dividend from the first day of January, 1907. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and not to the Proprietor, after that hour the supply is limited. Only supplied for Cash.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press, Dials A.B.C., 5th Bldg. 1st Floor, 33. Telephone No. 12.

NEW ADVERTISEMENTS

DEUTSCHE KIRCHEN-UND SCHULGEMEINSCHAFT ZU HONGKONG.

DER ERSTE CURSUS des Schuljahres 1906/1907 beginnt am MONTAG, den 18. OCTOBER, Morgens um 9 Uhr, in der SCHULE der HALLE DER UNION Church, Kennedy Road.

Die Aufnahme der Schüler resp. Schülerinnen erfolgt auf Grund des Lehrplanes, welcher dem einer deutschen Vorschule entspricht.

Die Aufnahme der Schüler resp. der Schülerinnen unterliegt der Zustimmung des Vorstandes.

Anmeldungen werden entgegengenommen und gewisslich zu Auskunft wird erteilt von J. LAUTS.

Deutsche Kirchen und Schulgemeinscha zu Hongkong.

Adresse: LAUTS, WERNER & Co., Princes Building, Hongkong, 15th September, 1906. [1732]

GERMAN SCHOOL OF HONGKONG.

THE FIRST TERM of the SCHOOL-YEAR 1906/1907 will begin on MONDAY, the 18th of OCTOBER, at 9 A.M. at the SCHOOL in the HALL of the UNION Church, Kennedy Road.

The instruction will embrace all elementary branches taught in a GERMAN PREPARATORY SCHOOL and the admittance of children is subject to the approval of the Committee.

A limited number of children of European Parents only will be admitted, their admittance is subject to the approval of the Committee.

Applications will be received by and particulars may be obtained from J. LAUTS.

Hon. Secretary, German Church and School Society of Hongkong.

C. LAUTS, WERNER & Co., Princes Building, Hongkong, 15th September, 1906. [1733]

CHEAP CLEARANCE SALE OF DRAPERY, &c.

DART LOONG'S

51 and 53, WELLINGTON ST.

FOR ONE MONTH ONLY.

FROM 15th SEPTEMBER.

TO MAKE ROOM FOR NEW GOODS.

Hongkong, 17th September, 1906. [1734]

BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SINGAPORE AND CALCUTTA.

THE British Steamship

"PINNARI"

Captain Tomlinson, will be despatched for the above Ports on FRIDAY, the 21st inst., p.m.

For Freight, apply to SANDER, WIELER & Co., Agents, Hongkong, 17th September, 1906. [1735]

LESSONS IN ENGLISH & FRENCH.

LESSONS IN ENGLISH AND FRENCH

Given by an Experienced Teacher.

Terms Moderate. Apply to—

"ALPHA,"

Care of "Daily Press" Office, Hongkong, 11th September, 1906. [1737]

WEIHAIWEI SCHOOL.

A HIGH-CLASS EDUCATION for sons of Europeans. Preparation for English Public Schools by Experienced and Qualified Masters. Magnificent Climate. New School House in an excellent situation by the sea.

Recreation—Cricket, Football, Swimming, Boating.

For terms, etc., apply to the Headmaster, HERBERT L. BEER, L.C.P., Weihaiwei, 10th September, 1906. [1738]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

WM. PARMAN, Manager, Hongkong, 15th November 1901. [1739]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE.

NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 5555. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 29th November, 1902. [893]

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c.

and for PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum.

Postage to any part of the World \$2

INTIMATIONS

NOTICE.

DURING my Temporary Absence from the Colony Mr. TANG CHEE will attend to my business.

WM. W. WILSON, Agent, CASTLE BROS. WOLF & SONS, Hongkong, 14th September, 1906. [1727]

HONGKONG CLUB.

NOTICE.

THE TENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, Payable on SATURDAY, the 20th September, 1906, will be held at the Hongkong Club House, at 11 o'clock A.M. on THURSDAY, the 24th September, 1906.

Bearers of Debentures are invited to attend the Drawing.

By Order, A. O'D. GOURDIN, Acting Secretary, Hongkong, 13th September, 1906. [1717]

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTEER PARKADE GROUND, On THURSDAY, 20th SEPTEMBER, at 3.15 P.M.

TICKETS (\$2 and \$1) may be obtained from VOLUNTEER HEADQUARTERS and from Messrs. KELLY & WALSH, LTD. Hongkong, 19th September, 1906. [1704]

KOWLOON CRICKET CLUB.

GRAND AL FRESCO CONCERT

TO BE GIVEN IN THE KOWLOON CRICKET CLUB ENCLOSURE, Austin Road, Kowloon, On SATURDAY, 22nd SEPTEMBER, at 9 P.M.

Admission \$1. Tickets to be obtained from MEMBERS or at the GATES.

BEST LOCAL TALENT SECURED.

Hongkong, 15th September, 1906. [1728]

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On SATURDAY and MONDAY, 22nd and 23rd September—

From West of Stonecutters Island, in a South-Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 A.M., and finishing at 12 Noon.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All Ships, Junks and other vessels are to keep clear of the ranges.

L. BARNES-LAWRENCE, Captain, R.N., Harbour Master, &c. Hongkong, 11th September, 1906. [1718]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who is in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against him in respect of any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS, Secretary, Hongkong, 7th July, 1906. [1381]

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8A, Queen's Road Central (First Floor), Hongkong, 25th October, 1905. [81]

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PRICE: \$1 CASH.

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Hongkong, 16th April, 1906.

AUCTION-

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), and

WEDNESDAY, the 18th and 19th September, 1906, at 10 a.m. each day, at H.M. NAVAL YARD, SUNDRY NAVAL VICTUALLING, OBSOLETE AND CONDEMNED STORES.

Comprising—

BOATS' ENGINES and BOILERS, LATHE, TURNABLE, ANCHORS, MOORING SINKERS, RIGGING, TWO CRANES, BOATS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE, PAWERS, BRASS, COPPER, IRON, PAPER-STUFF, CANVAS, FURNITURE, MISCELLANEOUS TOOLS, BLANKETS, WINTER CLOTHING and MATERIALS, CASK STAVES, KNEE BOOTS, SUPPLIES PROVISIONS including MARMALADE and COFFEE, OFFICERS' MESS TRAYS, TOBACCO, &c., &c., &c.

TERMS OF SALE—As Customary.

HUGHES & HUGHES, Government Auctioneers, Hongkong, 3rd September, 1906. [1689]

TO LET

TO LET.

NEW EUROPEAN HOUSES in Humphreys Avenue and Caravan Villas, Kowloon.

Apply to—HEWAN & Co., 15 & 16 Connaught Road, West, Hongkong, 1st August, 1906. [1506]

TO LET.

NOS. 5 & 6, GRANVILLE AVENUE, Kowloon.

FLATS in ROBINSON ROAD, Kowloon. Possession from 1st November.

Apply to—HUMPHREYS ESTATE & FINANCE CO. LD., Agents, Hongkong, 31st August, 1906. [380]

TO LET.

IN HOTEL MANSIONS.

SUITE of Three Rooms on 3rd Floor, with Bath Room, Pantry and Private Entrance, suitable for Office or Chambers.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 20th July, 1906. [1413]

TO LET.

A NINE-ROOMED HOUSE, with Garden, situated at No. 31, Pokfulam Road.

Apply to—WONG TAI FONG, 24, Bank Buildings, Queen's Road, Hongkong, 25th August, 1906. [1633]

TO LET.

SHAMEN—CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 6th July, 1906. [1377]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.

Apply to—JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. [256]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsu Bussan Kaisha.

Apply to—H. N. MODY, Victoria Buildings, Hongkong, 10th May, 1906. [1081]

TO LET.

(POSSESSION FROM 1st JULY, 1906).

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—E. A. & C. F. DE CARVALHO, 14, Arbutnot Road, Hongkong, 18th June, 1906. [1270]

TO BE LET OR SOLD.

With Immediate Possession—in Wanchai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—Care of "Daily Press" Office, Hongkong, 30th May, 1906. [1177]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—REUTER, BROCKELMANN & Co., Princes Buildings, Hongkong, 20th March, 1906. [678]

TO LET.

NO. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from 1st September, 1906.

Apply to—H. M. H. NEMAZEE, Hongkong, 9th June, 1906. [1232]

TO LET.

A HOUSE IN KNOTSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO. LD., Hongkong, 1st August, 1906. [79]

TO LET

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—E. M. HAZELAND, No. 35, Queen's Road Central, or to WINGON, Contractor, No. 34, D'Agular Street, Hongkong, 18th July, 1906. [1436]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1906. [80]

TO LET.

"BROCKHURST" PRK. Newly Painted and Colour-washed, with use of Tennis Court, contains 6 Rooms. Splendid site and well suited for a Bachelors' Mess.

No. 3, ARBUTHNOT ROAD, Central Locality.

No. 2, DES VŒUX VILLAS, PRK. Newly repaired, Painted and Colour-washed.

"BITION" on PLANTATION ROAD, PRK. BISHOP'S LODGE, NORTH PRK (furnished) from 1st November, 1906 to 31st March, 1907.

No. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.

ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Cheap Rentals), Macao.

No. 57, PRAYA GRANDE, Macao. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Caldwell, MacGregor's).

2nd FLOOR in Central position, containing Four Large Rooms, Anti-room and Lavatory, with use of Electric Lift.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

73, WYNDHAM STREET.

Apply to—LINSPEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 24th July, 1906. [11193]

TO LET.

NO. 7, MOSQUE TERRACE, Newly Painted and Colour Washed.

Apply to—M. L. CHAN, No. 1, Mosque Terrace, Hongkong, 11th September, 1906. [1708]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

A HOUSE in WONG NEI CHONG ROAD, GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE, PLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD., Hongkong, 1st March, 1906. [1524]

TO LET.

FAIRVIEW, in ROBINSON ROAD, Kowloon.

2nd FLOOR No. 12, Queen's Road Central.

Apply to—LEIGH & ORANGE, 1, Des Vaux Road, 501 Hongkong, 1st June, 1906.

TO LET.

"TRANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.

Apply to—ARRATOON V. APCAR & Co., 45, Wyndham Street, Hongkong, 14th July, 1906. [1414]

TO LET.

A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central opposite the Post Office.

Apply to—WONG CHU SANG, At Yee Sang Fat & Co., Hongkong, 25th August, 1906. [1632]

TO LET.

ONE SIDE of the DOUGLAS WHARF.

For Particulars, apply to—DOUGLAS, LAIRRAIK & CO., General Managers, Douglas S.S. Co., Ltd., Hongkong, 7th September, 1906. [1695]

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to—C. H. GRACE, Secretary, Hongkong, 28th Mar., 1906. [1156]

HONGKONG BUSINESS DIRECTORY.

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SHIPPING

ARRIVALS

CLAM, British str., 2,300, H. Jackson, 14th Sept. Black Pagan 6th Sept. General. Arnold, Karberg & Co.

NORDEN, Norwegian str., 1,497, W. Wilhelmsson, 14th September. Probolinggo 3rd Sept. Sugar. Onler.

GURDON, French cruiser, 1,500, Riden, 15th September, from Shanghai.

PLAUNO, French destroyer, 330, Garreau, 15th Sept. from Shanghai.

FRONDE, French destroyer, 330, de Saint Seins, 15th Sept. from Shanghai.

JAVELINE, French destroyer, 330, Sagot, Duvaux, 15th Sept. from Shanghai.

SAURE, French destroyer, 330, Maliez, 15th Sept. from Shanghai.

CHOWAN, German str., 1,151, W. Moller, 15th Sept. from Shanghai.

HAUOT, French str., 2,300, P. Morlos, 15th Sept. from Shanghai.

HAIPHONG, 10th September, General. A. R. Marty.

HELVETIA, German str., 2,821, C. Neumann, 15th Sept. from Shanghai.

HORAN, British str., 1,350, Jas. M. Hay, 15th September. Sourabaya 6th Sept. Sugar. Jardine Matheson & Co.

JOHANNE, German str., 2,522, Iphand, 15th Sept. from Shanghai.

MONTROSE, British str., 2,881, Glegg, 15th Sept. from Shanghai.

PERLA, American str., 3,753, F. G. Farrington, 15th September. Manila 10th Sept. Hemp. Dardel & Co. Ltd.

SIRIUS, Danish str., 2,587, F. Madison, 15th Sept. from Shanghai.

YOKOHAMA, British str., 1,278, O. P. Williams, 15th Sept. from Shanghai.

POONA, British str., 1,878, C. R. London, 15th Sept. from Shanghai.

SHANGHAI, British str., 1,307, F. D. North, 15th Sept. from Shanghai.

SIGMA, German str., 2,000, G. Schickel, 16th Sept. from Shanghai.

SINGAPORE, British str., 1,307, F. D. North, 15th Sept. from Shanghai.

AT THE HARBOR MASTER'S OFFICE, Sept. 15th.

DEPARTURES

HAIPHONG, British str., for Coast Ports. Sept. 15th.

ANGON, German str., for Bangkok. Sept. 15th.

BENJAMIN, British str., for Namsak. Sept. 15th.

KUSANG, British str., for Calcutta. Sept. 15th.

LIANGHONG, British str., for Canton. Sept. 15th.

NORWEGIAN, German str., for Bangkok. Sept. 15th.

RESOLUT, Norwegian str., for Singapore. Sept. 15th.

UNION, Norwegian str., for Moji. Sept. 15th.

WILMINGTON, U.S. gunboat, for Manila. Sept. 15th.

YAMAGUCHI, Korean str., for Kuchino. Sept. 15th.

ZAPORO, British str., for Manila. Sept. 15th.

CANTON, Japanese str., for Kobe. Sept. 15th.

CLAM, British str., for Shanghai. Sept. 15th.

FRONDE, French str., for Fuzhou. Sept. 15th.

HAIPHONG, British str., for Shanghai. Sept. 15th.

MAINE, German str., for Shanghai. Sept. 15th.

MOYNE, British str., for Shanghai. Sept. 15th.

SIRIUS, Danish str., for Baltic Ports. Sept. 15th.

The British str. *Shanghai* reports: Variable winds and rain. The British str. *Hainan* reports: Calms and sea. The British str. *Canton* reports: Light S.W. monsoon and fine clear weather. The German str. *Heidelberg* reports: During voyage from Shanghai strong northerly winds going round to S.W. and S. Near Lameck Island passed wreck of two junks and one raft. On the 13th inst., 4:20 a.m., spoke str. *Wongkai*, lat. 11° 14' N., long. 110° 7' E., from North for South.

VESSELS IN DOCK

APPROXIMATE DOCKS.—Telamachus, Broad. Kowloon Dock.—Changsha, Empress of Japan, Hur, Seta, Sorogon, Woodcock, Vigant, Maunag, Kowloon, Hainan. COSMOPOLITAN DOCK.—Strathmore.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIAN," Captain Court, will be despatched for the above Ports on or about MONDAY, the 17th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 11th September, 1906. [2]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE," will be despatched for the above Ports TO-MORROW, the 18th September. For Freight or Passage, apply to SHEWAN, TOMES & Co. Agents.

Hongkong, 18th August, 1906. [1530]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship

"HAINAN," Captain A. J. Robson, will be despatched for the above Ports on WEDNESDAY, the 19th inst., at 1 p.m. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 15th September, 1906. [1729]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	RADNORSHIRE	Brit. str.	—	T. H. Hyde, R.N.R.	SHEWAN, TOMES & Co.	To-morrow.
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	—	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	CYCLOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
MARSEILLES, AC, VIA PORTS OF CALL	COLOMBIA	Brit. str.	—	—	MESSAGERIES MARITIMES	To-morrow, at 1 p.m.
MARSEILLES, LONDON & ANTWERP, AC	SOCOTRA	Brit. str.	—	W. R. Hicky	P. & O. S. N. Co.	About 27th inst.
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	Gresh	MELCHERS & Co.	On 26th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, AC	SENEMANIA	Ger. str.	—	Peter	HAMBURG-AMERIKA LINIE	On 2nd Oct.
HAVRE, BREMEN & HAMBURG VIA STRAITS, AC	SUEVIA	Ger. str.	—	Knaebel	BUTTERFIELD & SWIRE	On 18th Oct.
HAVRE, ROTTERDAM & LIVERPOOL	KINTUCK	Brit. str.	—	—	MELCHERS & Co.	On 30th inst.
COPENHAGEN, SCANDINAVIAN, AC, BALTIC PORTS	TRANQUEBAR	Dan. str.	—	—	HAMBURG-AMERIKA LINIE	About 18th inst.
NAPLES, HAVRE, ANTWERP & HAMBURG	SCANDIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst.
NAPLES, HAVRE & HAMBURG	HAMBURG	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 30th Oct.
GENOA, MARSEILLES & LIVERPOOL	SILBIA	Aus. str.	—	—	SANDER, WIELER & Co.	To-morrow.
TRIESTE, AC, VIA SINGAPORE, AC	LIBERIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th inst.
TRIESTE DIRECT	KITAI	Rus. str.	—	—	MELCHERS & Co.	Quick despatch.
ODessa	MONTRONE	Brit. str.	—	R. Glegg	STANDARD OIL Co.	About 17th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 10th Oct.
NEW YORK VIA PORTS & SUEZ CANAL	SOUTH AMERICA	Am. str.	—	—	CANADIAN PACIFIC R. Co.	On 27th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI JAPAN, AC	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 3rd Oct., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, AC	MONTAGUE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst.
VICTORIA (B.C.) SEATTLE, AC, VIA JAPAN	NINCHOW	Am. str.	—	F. G. Farrington	DODWELL & Co., Ltd.	On 26th inst.
AUSTRALIAN PORTS VIA MANILA	KARATO MARU	Jap. str.	—	—	TOTO KISEN KAISHA	Quick despatch.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	—	MELCHERS & Co.	On 19th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	AUSTRALIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	Beginning of Oct.
NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger. str.	—	—	P. & O. S. N. Co.	On 22nd inst.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	POONA	Brit. str.	—	—	MELCHERS & Co.	About 10th Oct.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK	CHINGTU	Dan. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
JAPAN VIA SHANGHAI	TAIYU	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 19th inst., at 4 p.m.
TIENTSIN VIA SWATOW & CHEFOO	CHIPSING	Brit. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI & CHINKIANG	LIANGHONG	Brit. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	KOWLOON	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI VIA SWATOW	OCEANIAN	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-morrow, at 4 p.m.
SHANGHAI	NANCHANG	Brit. str.	—	—	P. & O. S. N. Co.	About 18th inst.
SHANGHAI	CHONGYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	DELHI	Brit. str.	—	—	MELCHERS & Co.	On 25th inst.
SHANGHAI	BRISAVIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	HAMBURG	Ger. str.	—	—	OBAKA SHOSSEN KAISHA	To-morrow, at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	MASAN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	HAINAN	Brit. str.	—	—	TOTO KISEN KAISHA	To-morrow.
MANILA	TAMING	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 21st inst., at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 23rd inst., at Noon.
MANILA	RUBI	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 30th inst., at Noon.
MANILA	ZAPORO	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-morrow, at Daylight.
MANILA	YESSANG	Brit. str.	—	—	MELCHERS & Co.	To-morrow, at 3 p.m.
SANDAKAN	BORNEO	Ger. str.	—	—	JARDINE, MATHESON & Co.	On 27th inst., at 3 p.m.
KUDAT & SANDAKAN	FOOKSANG	Brit. str.	—	—	SANDER, WIELER & Co.	About 25th inst.
SINGAPORE, PENANG & CALCUTTA	PINDARI	Brit. str.	—	—	JAVA-CHINA JAPAN LINE	
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	—		
BATAVIA, CHERIBON, SAMARANG, AC	TIJAMAH	Dut. str.	—	—		

HAMBURG-AMERIKA LINIE.

HOME LINE—OUTWARD.

DESTINATION	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	BRISAVIA	28th Sept.
SHANGHAI, YOKOHAMA & KOBE	HABSBURG	29th Sept.
SHANGHAI, YOKOHAMA & KOBE	SEGOVIA	Beginning of Oct.
SHANGHAI, YOKOHAMA & KOBE	SICHONIA	14th Oct.
SHANGHAI, YOKOHAMA & KOBE	C. FERD. LAEISZ	28th Oct.
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	13th Nov.
SHANGHAI, YOKOHAMA & KOBE	AMBRIA	27th Nov.

HOME LINE—HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

DESTINATION	STEAMERS	TO SAIL
NAPLES, HAVRE, ANTWERP & HAMBURG	SCANDIA	On 20th Sept.
HAVRE & HAMBURG	SENGAMBIA	On 2nd Oct.
HAVRE, BREMEN & HAMBURG	SUEVIA	On 16th Oct.
NAPLES, HAVRE & HAMBURG	HABSBURG	On 30th Oct.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Steward and cabin attendants are drawn to the splendid accommodation of these steamers. Steward and cabin attendants are drawn to the splendid accommodation of these steamers.

COAST SERVICE.

DESTINATION	STEAMERS	TO SAIL
NAGASAKI & VLADIVOSTOCK	Beginning of Oct.	Freight & Passengers.
KOWLOON	SHANGHAI & CHINKIANG	To Follow. Freight & Passengers.
LYDIA	SHANGHAI & CHINKIANG	Freight & Passengers.

Taking Cargo at Through Rates to TIENTSIN and CHEFOO. For Freight and Passage, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

SIEMSEN & CO. [12]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Manila	On 23rd Sept., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 30th Sept., Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., GENERAL MANAGERS.

Hongkong, 27th September, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SOUTH AMERICA" ... About 10th October.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 9th August, 1906. [19]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Tuesday, 18th Sept., daylight.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 18th Sept., 3 p.m.
SHANGHAI VIA SWATOW	"CHOYANG"	Tuesday, 18th Sept., 4 p.m.
TIENTSIN VIA SWATOW & CHEFOO	"CHIPSING"	Wednesday, 19th Sept., 4 p.m.
MANILA	"LOONGSANG"	Friday, 21st Sept., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 27th Sept., 3 p.m.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Kuantan, Tientsin, Newchwang & Yangtze Ports.

† Taking Cargo on Through Bills of Lading to Kuantan, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., GENERAL MANAGERS.

Hongkong, 17th September, 1906. [18]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
† PLEIADES	3,753	F. G. Farrington	On 20th September.
† LYRA	4,417	G. V. Williams	On 29th September.
SHAWMUT	9,606	E. V. Roberts	On 24th October.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 4th August, 1906. [17]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
YOKOHAMA, KOBE, MOJI and VLADIVOSTOCK	"SIAM"	On or about 10th Oct.
ODessa	"KITAI"	On or about 15th Sept.
COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC PORTS	"TRANQUEBAR"	18/20th Sept.
Do.	"NICOBAR"	Middle of Oct.

For Further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 13th September, 1906. [1357]

VESSELS ON THE BERTH

NORDDDEUTSCHER LLOYD, BREMEN

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Departure of the Steamship

"BORNEO."

Captain F. Sembil, (ready to load To-day, the 17th inst.), will leave TO-MORROW, the 18th inst., at Noon.

For Freight or Passage, apply to NORDDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 12th September, 1906. [5]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship

"MONTROSE."

Captain R. Glegg, will be despatched as above on or about the 17th September.

For Freight or other information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hotel Mansions.

Hongkong, 10th August, 1906. [1538]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, CALCUTTA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"POLYNESIE."

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 18th September, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. Yarra, bound for Melbourne via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "SALAZIE" ... 2nd Oct.

S.S. "OCEANIAN" ... 16th Oct.

S.S. "TOURANE" ... 30th Oct.

OCEAN STEAMSHIP COMPANY. LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"GALCHAS"	On 16th September.
GLASGOW AND LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW AND LIVERPOOL	"NINGCHOW"	On 27th September.
FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 18th September.
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
HAVRE, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.

* Taking Cargo for Liverpool at London Rates. † via Hongkong.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 20th September.
HAMA		

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST		

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"NANCHANG"	On 18th September.
MANILA	"TAMING"	On 18th September.
SHANGHAI	"SHAOHSING"	On 21st September.
YOKOHAMA and KOBE	"LIANGCHOW"	On 21st September.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 26th September.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Univalved Table. A. duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 15th September, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMU VIA SWATOW AND AMOY	"MASAN MARU" S. TAGAMI	TUESDAY, 18th Sept., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Univalved Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office,
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th September, 1906.

T. ARIMA, Manager [14]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS YOKOHAMA TO VANCOUVER.
15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	ARRIVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPEROR OF JAPAN" 6,000	THURSDAY, 27th Sept.	15th Oct.
"MONTEAGLE" 6,183	WEDNESDAY, 3rd Oct.	27th Oct.
"EMPEROR OF CHINA" 6,000	THURSDAY, 25th Oct.	12th Nov.
"TARTAR" 4,425	WEDNESDAY, 31st Oct.	24th Nov.
"EMPEROR OF INDIA" 6,000	WEDNESDAY, 14th Nov.	5th Dec.
"ATHENIAN" 3,882	WEDNESDAY, 28th Nov.	22nd Dec.

* "EMPEROR" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPEROR" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence \$60; via New York \$62.
Intermediate on Steamers 240, and 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at intermediate rates, affording superior accommodation for that class.
Passenger Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

[6]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH	WEDNESDAY 26th September
GNEISENAU	WEDNESDAY 10th October
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
ROON	WEDNESDAY 21st November
RUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ ETEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PRINZ LUDWIG	WEDNESDAY 27th February

ON WEDNESDAY, the 26th day of SEPTEMBER, 1906, at Noon the Steamship
"PRINZ HEINRICH," Captain Groch, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port at above, CALLING at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on Monday, the 24th Sept. Cargo and
Specie will be received on Board until 5 P.M. on Tuesday, the 25th Sept. and Parcels
will be received at the Agency's Office until Noon, on Tuesday, the 25th Sept.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class
TO NAPLES, GENOA AND GIBRALTAR: 491 0 0 422 0 0 222 0 0
TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG: 97 0 0 66 0 0 33 0 0

* TO NEW YORK VIA SUEZ: 64 0 0 44 0 0 26 0 0
VIA NAPLES, GENOA OR GIBRALTAR: 115 0 0 79 0 0 47 0 0
VIA BREMEN OR SOUTHAMPTON: 123 0 0 83 0 0 48 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same RATES TO BE APPLIED AS VIA NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ WALDEMAR	WEDNESDAY, 19th Sept.
PRINZ SIGISMUND	TUESDAY, 16th Oct.
WILHELM	TUESDAY, 13th Nov.

ON WEDNESDAY, the 19th SEPT., at 4 P.M., the Steamship "PRINZ WALDEMAR,"
Captain Woldemar, with Mails, Passengers and Cargo, will leave this port at above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class 1st Class 2nd Class
TO MANILA: \$50.— \$30.— \$20.— return \$50.— \$50.—
TO NEW GUINEA: \$28.— \$18.10 \$14.00 return \$42.— \$27.15
TO BRISBANE: \$30.— \$20.— \$14.— return \$54.— \$36.—
TO SYDNEY: \$33.— \$23.— \$15.— return \$59.10 \$41.10
TO MELBOURNE: \$34.— \$24.— \$16.— return \$62.5 \$44.5
TO YOKOHAMA: \$39.00 \$29.00 \$20.00 return \$70.00 \$50.00
TO KOBE: \$55.00 \$45.00 \$30.00 return \$100.00 \$75.00
TO YOKOHAMA and back from KOBE: \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer: 297 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA: 96 0 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, TSINGTAU, PRINZ LUDWIG	Tuesday, 25th Sept.
"SAKI, KOBE & YAMATA," PRINZ SIGISMUND	Wednesday, 26th Sept.
SHANGHAI, NAGASAKI, PRINZESS ALICE	Wednesday, 26th Oct.
KOBE & YOKOHAMA	Wednesday, 26th Oct.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
To London via Plymouth or Southampton: 232 0 0.
To Bremen: 63 10 0.
To Paris via Cherbourg: 65 0 0.
To Naples, Genoa via Gibraltar: 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to—
MELCHERS & CO., AGENTS. [5]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September
TJIMAH	JAPAN	Second half of September	JAVA PORTS	Second half of September
TJIBODAS	JAVA	Second half of October	JAPAN via SHANGHAI	Second half of October
TJIPANAS	JAPAN	Second half of October	JAVA PORTS	Second half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports or
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 13th September, 1906. [16]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
any Quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag—W.
W. KEW,
Manager,
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. 1712

THE DIRECTORY AND CHRONICLE

FOR 1906.

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Small ... 6.00
Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL	REMARKS
YOKOHAMA VIA SHANGHAI, CHINGWANTAO, MOI and KOBE	POONA Capt. C.R. Longden, R.N.R.	About 17th September	Freight
SHANGHAI	DELHI Capt. J.D. Andrews, R.N.R.	About 18th September	Freight and Passage
LONDON VIA USUAL PORTS	DEVANHA Capt. T.H. Hill, R.N.R.	Noon, 22nd September	See Special Advertisement
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SOCOTRA Capt. W.R. Hilly	About 27th September	Freight only.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 15th September, 1906.

VESSELS ON THE BENTH

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAM-
RANG, SOERABAYA & MACASSAR.
(Taking cargo to all ports in Netherlands India
on through Bill of Lading.)

THE Steamship

"TJIMAH,"
Captain de Brouwer, will be despatched for the
above Ports on or about the 25th inst.

For information as to Freight and Passage,
apply to the

Head Agent of the
JAVA-CHINA-JAPAN LIJN.

(York Buildings, 1st Floor.)

Hongkong, 15th September, 1906. [17]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE
(Calling at MANILA, TIKOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain St. John George, will be despatched for the
above Ports on SATURDAY, 29th inst.
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th September, 1906. [18]

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

1906

"ERROLL" 9th Oct.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 29th July, 1906. [18]

SHIPPING IN PORT.

STEAMERS	SAILING VESSELS
BORNEO, German str., 1544, F. Somhill, 10th September—Sandakan 5th Sept., Timber, Melchior & Co.	RELMPE, British barge, 2,988, J. McBrayde, 1st Sept.—New York, 6th May, Case Oil —Standard Oil Co.
BRAND, Norwegian str., 1,519, M. Evensen, 9th Sept.—Samarang 28th August, Sugar— Sander, Wisler & Co.	I. F. CHAPMAN, American ship, 2,013, R. Bainfield, 25th August—Manila 15th Aug. Ballast—Arnold, Karberg & Co.
CHANGSHA, British str., 1,463, T. Moore, 4th Sept.—Melbourne via ports 31st July. General—Butterfield & Swire.	S.P. HUTCHINSON, Amer ship, 3,066, P. L. Zerk, 1st Sept.—Manila 20th August, Ballast— Arnold, Karberg & Co.
CHONGHAI, British str., 1,191, G. S. Weigall, 14th September—Chiofo 7th September, General—Jardine, Matheson & Co.	Woolwich, British str., 1,845, A. Stoker, 11th Sept.—Salina Cruz 23rd July—China Commercial Steamship Co.
CHOYANG, British str., 1,324, A. E. Sand- bach, 14th Sept.—Shanghai via Swatow 9th Sept., General—Jardine, Matheson & Co.	Z. Y. de ALBUQUERQUE, Amer ship, 1,236, Xandaro Rehau, 15th June—Manila 12th June— Barretto & Co.
CORTIC, British str., 2,744, W. Finch, 20th July—San Francisco 27th June, Mails and General—O. & S. N. Co.	
DAOMAR, German str., 921, M. Engelhart, 14th Sept.—Bangkok 7th Sept., Rice and General—Butterfield & Swire.	
DEVANONGSE, German str., 1,302, T. V. Bruhn, 3rd Sept.—Bangkok 27th Aug. and Hoihow 3rd Sept., Rice and Meal—Norddeutscher Lloyd.	
EMMA LYVEN, German str., 1,159, G. Conrad, 16th July—Mauritius 22nd May, Sugar— Chinese.	
EMPEROR OF JAPAN, British str., 3,039, H. Pybus, 4th Sept.—Vancouver 13th Aug., Mails and General—C. P. R. Co.	
FOOKSANG, British str., 1,987, W. E. Sawyer, 19th Sept.—Calcutta 26th Aug., Coal— Jardine, Matheson & Co.	
HALVARI, Norwegian str., 1,070, Carl Ander- sen, 10th Sept.—Samarang 1st September, Sugar—Asgaard, Thorssen & Co.	
HILARY, German str., 2,272, H. Vocker, 5th Sept.—Sourabaya 23rd August, Sugar— Sander, Wisler & Co.	
HUE, French str., 705, Panier, 9th Sept. —Haiphong and Kwangchauwan 8th Sept., General—A. R. Marty.	
KALCHOU, British str., 2,154, Walker, 2nd Aug.—Newcastle 12th July, Coal—Ara- nold, Karberg & Co.	
KANAU MARU, Japanese str., 1,041, K. Hashi- moto, 14th Sept.—Swatow 13th Sept., General—Nippon Yusen Kaisha.	
KEONGWAI, German str., 1,115, Kohler, 10th Sept.—Bangkok 7th Sept., Rice—Butter- field & Swire.	
KUTSANG, British str., 3,110, Bradley, 13th September—Singapore 7th Sept., General. —Jardine, Matheson & Co.	
KWANGTZE, Chinese str., 1,468, R. L. Lincoln, 12th Sept.—Shanghai 8th Sept., General. —Chinese.	
LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chiofo and Newchwang 9th Sept., General—Butterfield & Swire.	

NOTICE TO KOWLOON RESIDENTS

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STALL, Mr. H. RUTTON-JONES'S KOW-
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Mr. AH YAU'S FERRY WHARF STALL
Hongkong, 22nd December, 1903.

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